

ANOTHER ICE BLOCKADE.

Immense Flocks in the Harbor and Rivers.

FERRY DANGERS AND DELAYS.

People Crossing the East River on Foot.

THE SOUND PASSAGE CLOSED.

Amusing Scenes Along the Wharves and Piers.

This winter has been of a fashion to make Americans wonder whether our climate will be at all habitable in the course of time. We are in the latitude of Southern Europe, and the Gulf Stream, which is said to keep the British islands in a temperate condition, almost washes our entire Atlantic coast; yet, year by year, more fuel is required to keep out the day and night, and the dead heats of summer are more enervating. This change of climate has been ascribed to the depletion of the timber and the draining of the swamps, marshes and flat lands. The woods are the reservoirs of moisture and evaporation, and so are the swamps. As the eastern portion of the continent becomes more densely inhabited and the lands rise in value we feel the extremes of heat and cold the more. The present winter has been compared only to the winter of 1855, forty years ago. The Sound and the great river which mingle their waters on the shores of Manhattan Island have both been frozen over. There has been more snow during this winter than in any season that has ever been known in this part.

It is not to be wondered at that the variety and number of the sleighing equipages which have dashed through our streets, through our Park and into all contiguous sections of the city. The character of the street has been prodigious in the loss of lives of draught animals, and last Wednesday the fronts of houses along whole blocks were literally cut in ice and glistened as if the profiles had been moulds to catch the frosts.

"Arrah!" said Mrs. Muldoon, yesterday, "New York never was made to be a big town. It's all up town and down town, built along the point and not a lane, with two or three big cities across the water which are safe off every time there is a great ice or a heavy frost."

Mrs. Muldoon was not at fault, for had the average man been consulted in the foundation of this city he would have objected to a topography where the substratum is hard rock, difficult to be drilled, the profile hard and irregular, steeply pierced with little dried up creeks, which make the hollows, increase the grades, and the adjacent parts separated by

flowing and difficult rivers, which on days like yesterday forbade the citizens of Brooklyn or Jersey City to quit the island of Manhattan, unless prepared to stand hours on the flood ramming at the ice floes and moving hither and thither by the tide.

It is not to be wondered at that the great force to a complement to the sterns and engines of our climate. There was the little river which divides us from Brooklyn, and so narrow that two stone piers, nearly completed, threatened to vanish in it. Yet while those piers waited each other across the narrow gorge choked up with ice there were powerful steamers, hobbled to encounter every obstacle in the channel, kept fast to their slips all day. After ten o'clock no vessel left Wall street ferry except to be entangled in the ice, lying a helpless object in the sight of men and gods. When business had closed in New York and the mighty multitude were precipitated upon the ferry ships, the intervening narrow channel which had just cut enough of a passage to keep pedestrians from taking to the ice and making a journey to their residences. On the North River things were even worse, unsettled by the rain of Thursday, the ice had begun to crawl down the current, and at the turn of the tide was resisted by other great patches of ice moving upward, and although the temperature had fallen yesterday morning, the resolution of these ice floes made a gut and all the mighty river was bridged over with something scarcely reliable enough to tread on but fierce enough to stop the largest flotilla. It was a west wind that did the work. The Beacon trail was suspended by reason of the ice gorge. Passengers on trains from the South and West waited at Jersey City looking at the metropolis, while its spires and profile seemed to exclaim in all the bells which were rung on the frosty air, "Thou art so near and yet so far."

PERILS OF LIVING ON MANHATTAN ISLAND is a very great portion of our daily regimen. Nowhere in the world is there such a splendid fleet of ferryboats. The power of the engines, the fleetness of the vessels, the individuality and Americanism of the whole ferry outfit are in the highest degree inspiring and enlivening. It is strange to see these great fleets of boats clinging to their piers, too timid to venture out, or venturing soon entangled in the drifting ice, helpless automatons at the mercy of the tide. Poor old Staten Island was an abandoned land in yesterday's cold weather. Word was dashed to the people at Clinton, Tompkinsville and New Brighton that the best way to reach the city was to cross over on the ice between the western point of the island and Latourette. There all day yesterday vehicles were moving with double horses. About midday the East River became thronged with pedestrians. Boys were skating; despatch boys were speedily crossing over, women, vagrants and ne'er-do-wells were all in motion, and the citizen or visitor of New York standing on the shore would in Brooklyn a foreign land to all intents. Its tall stone bridge, its stupendous iron and steel, its profile of the houses black and aloof, while beneath, like the host of Pharaoh venturing over, uncertain of the moment when the waves would roll up and inter them, the helmsmen, laughing multitude made the pilgrimage between the two shores. There would have been run all day except for the obstinacy of the iron rams and tugs which insisted upon keeping some open channel in order that schooners and barks might be towed up and down. But this channel speedily closed up, for there was a hiatus in the passage of steam vessels, and then the multitude kept on as before, risking, moving undisturbed by food and fire in order to have it to set that once upon a time each individual of the set had crossed the "raging canal."

THE DANGERS OF THE RIVERS which divide the various parts of our integral population only hasten the necessity for our complete connection. To make New York an overhanging city both the rivers which divide it from the great adjacent towns must be tumbled and bridged. Already we see the ferryboats an impalpable and fading object in our landscape. The necessities of a city as large as ours are much greater than the obstacles to the complete association of the city that we appear to be in the eye of a quiet, steady and assured procession of a large series of inter-communications. The real estate value of New York will acquire additional value upon a series of improvements almost imperceptible in extent and incomprehensible in result. The great cities have such pictures of impotence as the spectacle of the richest merchants of New York and the most sumptuous residents of Brooklyn, sitting over cup and saucer upon houses whose inmates perch upon the windows with field glasses and recognize the island of Manhattan as a distant speck in the sky, and make their short daily transit on the flood, and perhaps reduced to a conglomeration of some hundreds with the added family residents.

ON THE NORTH RIVER, the good citizens

of New York have never seen anything approximating to the general phenomena of its present condition. We may go as far back as the memorable year of 1855, when the Hudson River was frozen over within the present city limits. At that time the ice was so thick that it was possible to cross the river on foot. Many of the readers of the Herald will, perhaps, remember the ice bridge which was built across the river at that time. The ice was so thick that it was possible to cross the river on foot. Many of the readers of the Herald will, perhaps, remember the ice bridge which was built across the river at that time.

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on board and were taken over to Brooklyn, the

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institutions on the island, save the Smallpox Hospital. It is feared, however, that the ice will be so thick that it will be impossible to cross the Sound. The ice was so thick that it was impossible to cross the Sound. The ice was so thick that it was impossible to cross the Sound.

ICE TROUBLES IN MASSACHUSETTS. The ice troubles in Massachusetts were severe. The ice was so thick that it was impossible to cross the Sound. The ice was so thick that it was impossible to cross the Sound. The ice was so thick that it was impossible to cross the Sound.

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frozen water pipes in some districts and from pipes in case of fire." In view of the latter contingency and the serious damage to property that might arise from it, he suggests that the pipes be covered with straw or other material to keep them from freezing. The suggestion is timely and wise, and if it has not already been anticipated and acted on by the Fire Department we most earnestly advise the corporation to take prompt measures to the matter.

THE SAME ADVICE IS APPLICABLE HERE IN NEW YORK.—[Editor Herald.]

COLD IN CONNECTICUT. [From the Waterbury American, Feb. 10.] We can doubtless rank Tuesday as the coldest day that has been, or will be, this season. The mean temperature of the day was about zero; but the cutting wind that prevailed made the temperature seem even colder than that. In Hartford it was the coldest day since 1857, and probably the coldest since 1857. The mean temperature of the day was about zero; but the cutting wind that prevailed made the temperature seem even colder than that. In Hartford it was the coldest day since 1857, and probably the coldest since 1857.

THE LOWEST MEAN OF 1857, 18.6 degrees, and the highest that of 1858, 12.4 degrees, the difference being 6.2 degrees. There have been four colder Januaries than that of 1857—namely, 1840, 1841, 1842, and 1843. The minimum of January for the whole term of sixty-three years was in 1857, 12.4 degrees; the maximum in 1833, 64 degrees; the difference, 51.6 degrees.

THE GREATEST RANGE OF TEMPERATURE IN JANUARY of any one year was that of 1859, 63 degrees; and the least range that of 1820, 28 degrees. The average of observation for the first nine days of February, 1875, was 18.6 degrees; the mean of February 9 was a small fraction (17-100) of a degree below zero.

A WOMAN FROZEN TO DEATH. Yesterday morning the employees at the Kings County Lunatic Asylum discovered the body of an unknown woman lying in the yard of the institution. The body was taken charge of and the coroner notified. Inquiries were made at the various county institutions in the vicinity as to whether any woman had been committed to any of them. It was discovered that the deceased belonged to the Almshouse and her name was Martha Davis. She had been committed to the Almshouse on the 10th of January, and had been there ever since. She was found frozen to death, and the coroner ordered an inquest to be held.

AN ELIZABETHAN FROZEN TO DEATH. Yesterday morning an Elizabethan policeman found lying in Port street the body of an aged man, stiff and stark, frozen to death. The unfortunate man proved to be Robert Donnelly. It seems that, being semi-demented, he wandered away from home the evening before, and, losing his way, became benumbed with the cold, fell on the street and perished there. His dying groans were heard on Thursday night, and the police were called out to search for the latter failed to discover the poor old man.

HART VS. BOUCICAULT. ANOTHER PHASE OF THE GREAT DRAMATIC CONTEST—THE "SHAUGHRAUN" CLAIMED TO BE PIRATED FROM THE "SKIBBEAH."

Mr. Jos. Hart, manager of the Theatre Comique, against whom proceedings are pending in the United States District Court, instituted by Dion Boucicault, of "Shaughraun" name, on an application for an injunction to restrain Mr. Hart from performing the "Skibbeah" because, as claimed, it is pirated from the "Shaughraun," has carried the case to the United States District Court. The case is now pending in the United States District Court. The case is now pending in the United States District Court.

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